

## “Heads Up” for the 2012 BSA Merit Badge University

EAA 172 Member Steve Amster e-mailed a “Heads Up” for the Boy Scouts of America – BSA Merit Badge University of the local Georgia-Carolina Council which will be conducted Saturday, 10 March 2012. Again, this date is likely to coincide or conflict with the monthly meeting of EAA Chapter 172, but I solicit a volunteer or two to help me conduct the merit badge training at Thomson KHQU. This will be my fourth year in this activity. In the morning, I go over the classroom type items; in the afternoon, weather permitting, I take up the (usual) 12-14 Scouts, two at a time for 15 minutes flights in my 172SP over Thomson city while those on the ground prepare and fly their foam plate gliders. This may be an opportunity to coordinate a Young Eagles session between the EAA and the BSA. Mr. Schwab, of the BSA Merit Badge University Council may discuss any insurance issues, if EAA members choose to fly in and provide Young Eagles flights.

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AVIATION



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### SHORT FINAL

*AVweb* August 15, 2011

**This happened a few weeks ago in Turin, Italy. An Alitalia airliner was kind of delayed behind a small Piper making his landing.**

*Alitalia:* "Torino tower, what is the speed of that small thing in long final?"

*Piper Pilot:* "To begin with, this 'small thing' is all mine ... ."

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### EUROPE ALSO FIGHTS LIGHTSQUARED

The European Commission has added its name to the long list of those opposed to LightSquared's plan to use satellite band frequencies for a ground network of broadband transmitters. The proposal, which is now before the Federal Communications Commission for comment, has been widely condemned by pro-GPS companies and organizations in the U.S. because it could disrupt GPS service. The European Commission is now officially worried the broadband signals will obliterate signals from its Galileo satellite-based navigation system, which will deploy in three years, and Heinz Zourek, the director general for enterprise and industry, says the signals may have an even greater impact on Galileo equipment than the interference being reported on GPS receivers. "Interference effects have been determined to occur in the range [of] 100 [meters] to almost 1,000 [kilometers]," Zourek said in a letter to FCC Chairman Julius Genachowski.



The main concern is that Galileo receivers operating in the U.S. will be affected by the signals but Zourek notes GPS users will also be affected by the interference caused to Galileo signals. He said Galileo is designed to work hand-in-glove with GPS to improve accuracy and reliability. Zourek acknowledged that individual countries can allocate radio spectrum as they see fit but international conventions don't allow interference with the systems of other countries.

(Information adapted from AVwebFLASH July 21, 2011)

## AVIATION QUESTION OF THE MONTH

**Answer to last month's question:** *A pilot was told to call the TRACON after entering Class B airspace without a clearance. At the time he was receiving VFR flight following from ATC. Why didn't the controllers advise him when he was about to enter Class B airspace?*

**According to AOPA:** When you request flight following from ATC, you are still responsible for your own navigation. Chapters 4-1-17 and 4-1-18 of the Aeronautical Information Manual explain that safety alerts, traffic advisories, and limited radar vectoring are available to VFR aircraft provided that the aircraft can communicate with the facility, is within radar coverage, and can be radar identified. The primary purpose of radar control is to provide separation services to IFR aircraft. Assistance for VFR aircraft is at the controller's discretion. Factors such as limitations of radar, congestion, volume of traffic, and controller workload may prevent a controller from assisting a VFR aircraft that is requesting radar services.

**This Month's Question:** Can a GPS instrument approach be flown with an expired database?

## MORE FOLLOW-UP: AUTOMOTIVE GAS FOR AIRCRAFT LYCOMING EXPLAINS WHY PUMP GAS ISN'T MOGAS

Lycoming GM Michael Kraft expands on his explanation of why Lycoming approved some of its engines for automobile type gas. But not just any car gas. Lycoming favors and has specified an aviation-spec automotive gasoline whose parameters are more tightly controlled and guaranteed than are those at the corner filling station.

Lycoming is well aware that other aviation equipment manufacturers have allowed "pump gas," in some cases with ethanol. In the details they provide warnings and cautions, leaving it to the operator to assess risk in using a fuel where they do not know the core properties other than octane. Kraft does not agree with that approach. He writes that automotive fuel from the pump is not the same everywhere you go. There are summer blends, winter blends, geographical blends within the seasonal changes, varying levels and types of oxygenates (not just ethanol) and when tanks are switched over a mixture

of "in between."

The pump labeling is accurate for octane, and in some parts of the world, the maximum percentage of ethanol. It doesn't tell you everything you need to know to make "pump gas" fit-for-purpose for aviation and it's not just about octane and ethanol. We need to control a wider range of fuel properties for aviation. Your equipment, your life and the lives of your passengers depend on it. Ground transportation gasoline-heavily influenced by EPA-controls vapor pressure for emissions, startability and driveability on a seasonal and local geographic basis. Vapor pressure is not labeled for retail pump gas, but is controlled via the wholesale distribution chain. To make fit-for-purpose aviation mogas, you need to control vapor pressure and you need to know that it matches what your equipment needs.

Kraft writes that the Lycoming approval provides details on how to specify a fit-for-purpose aviation engine fuel from fuel that is designed to start and run ground transport engines. The controls we have placed on the fuel are necessary for engines in the currently existing fleet that were designed and certified for operation with avgas. He says that you can maintain performance ratings on some engines. Also, the Lycoming mogas might be in the tanks at your corner market or local gas station. He writes that you cannot determine if the retail pump gas is controlled as it needs to be for aviation, because filling station pumps do not provide the information needed to match it to mogas requirements.

Mike Webb, in Wisconsin, writes about a new fuel club for aviation use of automotive fuel: "The new Aviation Fuel Club <http://www.aviationfuelclub.org/> is an organization by sport aviators, for sport aviators. The intent is to lower the cost of flying by providing the most affordable fuel solutions possible. The club's fuel stations enable smaller organizations to yield greater profits in a shorter amount of time, make flying more affordable, convenient, and safer for sport aviators." (Information taken from information from AVwebFLASH August 15, 2011)

